

PRSRT STD
U.S. Postage
PAID
Permit No. 3844
Minneapolis, MN

Minnesota Department of Transportation
Waters Edge Building
1500 West County Road B2
Roseville, MN 55113



PUBLIC HEARINGS SCHEDULED SEPTEMBER 21 & 22, 2004

The environmental document
can be viewed at several
locations:

■ **Project Website**

[www.dot.state.mn.us/
metro/projects/stcroix](http://www.dot.state.mn.us/metro/projects/stcroix)

■ **Oak Park Hts City Hall**

14168 Oak Park Blvd
North Oak Park Heights, Minn

■ **Stillwater City Hall**

216 North Fourth Street
Stillwater, Minn

■ **St. Joseph Town Hall**

1337 County Road V
Town of St. Joseph, Wis

■ **Bayport Public Library**

528 North Fourth Street
Bayport, Minn

■ **Carleton A. Friday Memorial
Library**

155 East First Street
New Richmond, Wis

■ **Hudson Area Joint Library**

911 Fourth Street
Hudson, Wis

■ **Somerset Public Library**

208 Hud Street
Somerset, Wis

■ **Stillwater Public Library**

223 Fourth Street North
Stillwater, Minn

■ **Washington County. Government
Center Library**

14949 62nd Street North
Stillwater, Minn

■ **Mn/DOT - Metro District**

1500 County Road B2
Roseville, Minn

■ **Mn/DOT Library**

395 John Ireland Boulevard
St. Paul, Minn

■ **WisDOT Planning Library**

4802 Sheboygan Avenue
Madison, Wis

■ **Environmental Conservation
Library**

300 Nicollet Mall
Minneapolis, Minn

■ **WisDOT - District 6**

718 W. Clairmont Avenue
Eau Claire, Wis

VISIT MN/DOT'S WEBSITE:
www.dot.state.mn.us/metro/projects/stcroix

EMAIL PROJECT STAFF:
metstcroixriverxing@dot.state.mn.us



TODD J. CLARKOWSKI, P.E.
Area Engineer
Minnesota Dept of Transportation
(651) 582-1169
todd.clarkowski@dot.state.mn.us



TERRY C. PEDERSON, P.E.
District Planning Projects Engineer
Wisconsin Dept of Transportation
(715) 836-2857
1-800-991-5285
terry.pederson@dot.state.wi.us

ST. CROIX RIVER CROSSING PROJECT SCHEDULE

	2004												2005											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Final Scoping Decision Document Release			*																					
Public Information Meetings					*																			
Preparation of Supplemental Draft EIS																								
Public Comment Period on Supplemental DEIS																								
Public Hearings									*															
Selection of Preferred Alternative												*												
Preparation of Supplemental Final EIS																								
Publication of FEIS													*											
Record of Decision																	*							
Municipal Consent																							*	

If a Build Alternative is selected the following construction schedule is anticipated.

Final Design	2005-06
Obtain Federal/State Regulatory Permits	2005-07
Right of Way Acquisition	2005-07
Construction	2007-11
Project Opening	2011

AUGUST 2004 * Tentative schedule, subject to change.

St. Croix River Crossing PROJECT

FALL 2004

2004 SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

The Federal Highway Administration (FHWA) and the Minnesota and Wisconsin Departments of Transportation (Mn/DOT and WisDOT) released an environmental study/decision-making document on August 16, 2004 regarding the traffic congestion problems in Stillwater, Oak Park Heights and the Town of St. Joseph. The Supplemental Draft Environmental Impact Statement (SDEIS) for the St. Croix River Crossing Project addresses the project's purpose and need and potential impacts on natural and cultural resources and communities in the Stillwater, Oak Park Heights and Town of St. Joseph area. Four build alternatives were identified and refined through the "Stakeholder Resolution Process," a mediated process developed to facilitate decision-making for this project. The alternatives were further refined through the Stakeholder Process, and are presented in the SDEIS, along with the No-Build Alternative, for consideration and comment by the public.

Copies of the SDEIS are available for review at local libraries and offices (listed on the back page of this newsletter), and at the project website.

Public comments received during this 45-day comment period (August 16, 2004 to October 6, 2004) will be used to inform the Stakeholder Group, FHWA, Mn/DOT and WisDOT in their evaluations of the No-Build and four Build alternatives. Substantive comments received will be addressed and summarized in the Supplemental Final EIS to be released following FHWA, Mn/DOT and WisDOT's selection of the Preferred Alternative later this year.

Comments will be accepted through
October 6, 2004 in several ways:

WRITTEN MAIL

**St. Croix River Crossing Project
SDEIS Public Comments**

Mn/DOT Metro District
Waters Edge, Mail Stop 51
1500 West County Road B2
Roseville, MN 55113

DIRECT EMAIL

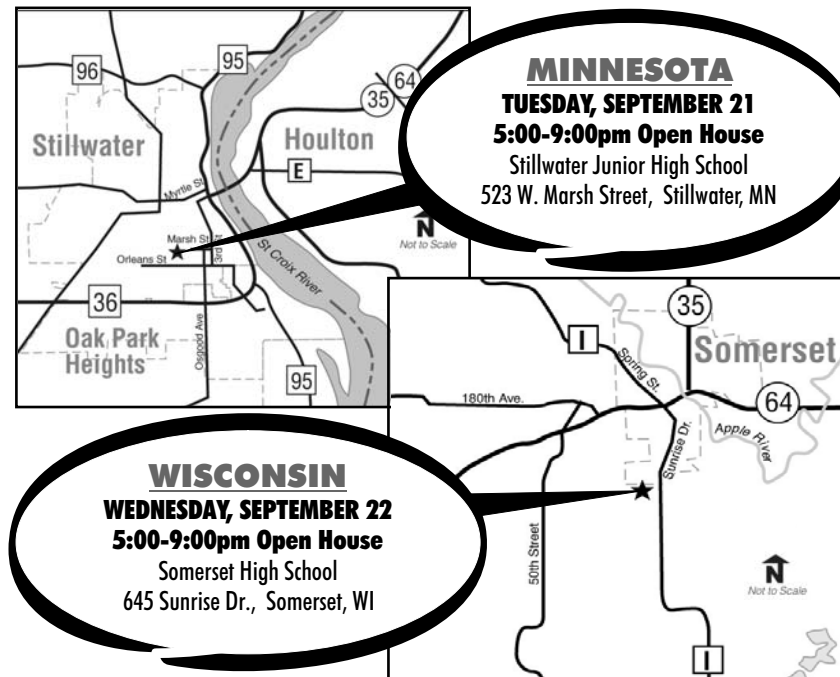
(no forwards accepted)

metstcroixriverxing@dot.state.mn.us

PUBLIC HEARINGS

written or verbally (to a court reporter) on
September 21 and 22, 2004

SECTION 106 People with an interest in or knowledge of historic structures or archeological sites are especially encouraged to attend either of the meetings and seek out the Section 106 Station at the meeting to share their comments and questions.



PUBLIC HEARINGS TO BE HELD SEPTEMBER 21 & 22, 2004

Mn/DOT, WisDOT and FHWA will hold two public hearings for the St. Croix River Crossing Project in September to gather public input on the SDEIS and present information on the alternatives being considered in the SDEIS.

The purpose of these meetings is to solicit comments on the SDEIS. Comments may be submitted in writing or verbally (to court reporters during the meetings). The transportation agencies recognize the need for exchange of ideas with the public, and offer the public this opportunity to present comments on the SDEIS, learn about the alternatives and discuss questions with project staff and Stakeholders.

Each meeting will include a pre-recorded presentation summarizing the history, status and alternatives currently-considered regarding the project. Information about the alternatives being considered, and large- and small-scale layouts of the alternatives will be displayed.

Specific information that will be presented at the September meetings includes:

- Description of the alternatives (including proposed improvements to Highways 36 and 95 in Minnesota and Highways 35 and 64 in Wisconsin), and potential river crossing locations;
- Information on the impacts of the alternatives;
- Information on relocation and property acquisition policies and construction schedules;
- Information on how to comment (in writing or verbally) on the SDEIS;
- Previously completed documents, including the 2003 Amended Scoping Document and 2004 Final Amended Scoping Decision Document;
- Information on the Stakeholder problem solving process; and
- Schedule for the project.

PURPOSE - ISSUES - OBJECTIVES

The St. Croix River Crossing provides a critical link for regional travel between Minnesota and Wisconsin. Highway 36 is designated an Interregional Corridor in Minnesota, and Highway 64 is designated a Multi-lane Connector on WisDOT's Corridors 2020 System. The approaches and the Lift Bridge are on the National Highway System in both states.

The project purpose is to provide a safe, reliable, and efficient transportation corridor by reducing congestion, improving roadway safety, and providing an adequate level of service for forecasted 2030 traffic volumes. The project goal is to manage congestion and improve mobility in a reliable, safe and cost-efficient manner as part of a broader program of regional transportation improvements while avoiding (and when unavoidable, minimizing and mitigating for) impacts to the area's social, economic, cultural and environmental needs and objectives.

Departments of Transportation are responsible for providing mobility in a safe, reliable and cost-efficient manner and for integrating social, economic, cultural

and environmental considerations into transportation solutions. While this integration is always a necessary part of the DOTs' work, it is of particular importance and sensitivity as the DOTs in Wisconsin and Minnesota contemplate improving mobility and safety between the two states in the area of the existing crossing between Washington County, Minnesota and St. Croix County, Wisconsin.

The need to avoid, or if unavoidable, minimize or mitigate impacts on national scenic riverways, park lands, cultural resources, wetlands, threatened and endangered species as well as other social, economic and environmental resources has been recognized through state and federal laws, regulations, and policies established to govern roadway design and construction. These laws, regulations and policies as well as the existing conditions and potential impacts of project alternatives are discussed in the Supplemental Draft EIS, released for public comment on August 16, 2004.

Figure 1 (right) Downtown Stillwater Congestion

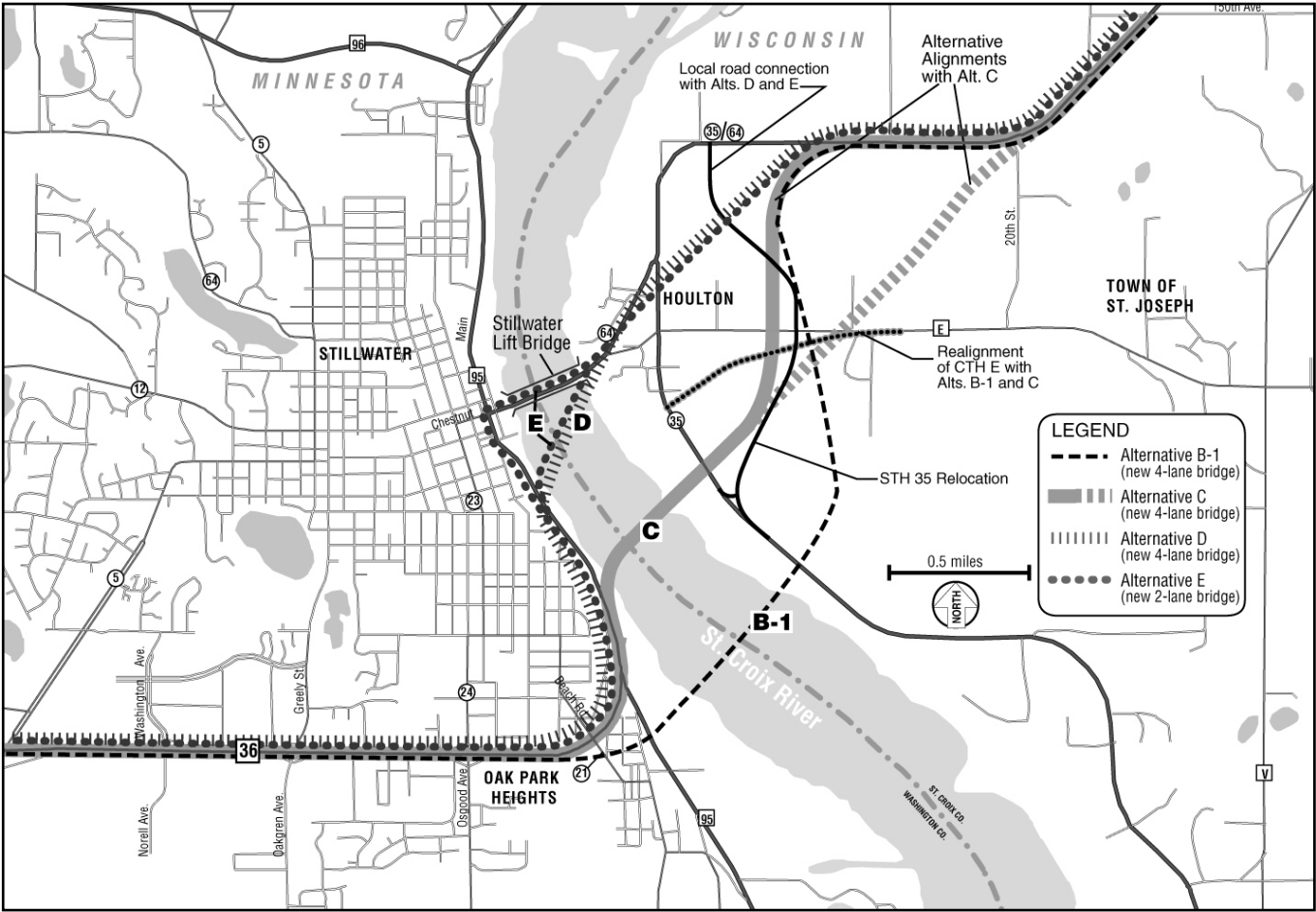


Figure 2: Supplemental Draft EIS Build Alternatives B-1, C, D, E

NO-BUILD & FOUR BUILD ALTERNATIVES BEING CONSIDERED IN THE SDEIS

The **No-Build** Alternative assumes continued operation and maintenance of the Lift Bridge and approach roadways. Social, environmental, and economic impacts of the No-Build Alternative are analyzed where relevant and compared to the impacts of the Build Alternatives in the Supplemental Draft EIS.

Four Build Alternatives

The proposed project improvements would extend from approximately 700 feet east of the Highway 5/36 interchange on Highway 36 in Minnesota to a point approximately 100 feet southwest of 150th Avenue on Highway 35/64 in Wisconsin. The total distance for all build alternatives is approximately 6.7 miles.

Figure 2 (below left) shows the four build alternatives being considered in the SDEIS

In **Minnesota**, all build alternatives include Highway 36 conversion to a grade-separated facility with frontage road realignment, buttonhook interchanges, and two overpass locations. Realigning and widening of the existing north and south frontage roads would occur between Highway 5 and Osgood Avenue. The at-grade crossings of Highway 36 with Washington/Norell Avenues and Osgood Avenue (County Road 24) would be removed and replaced with overpasses and buttonhook interchanges. The at-grade crossing of Highway 36 at Oakgreen/Greeley would be replaced with an overpass. The Beach Road access from Highway 36 would be closed and converted to an overpass.

Figure 3 (right) Photo simulation of the proposed Osgood Avenue overpass

Alternative B-1

Alternative B-1 consists of a four-lane river crossing bridge and approach roadways in Minnesota and Wisconsin. The new bridge would cross the river approximately 80 degrees to the center of the river, about 7,550 feet south of the Lift Bridge along the Minnesota shoreline to a point approximately 6,450 feet south of the Lift Bridge along the Wisconsin shoreline. The Three bridge types under consideration for Alternative B-1 are: cable stay (1,500-foot span), extradosed girder, and a haunched concrete box girder. The Lift Bridge would either be converted to a pedestrian/bicycle facility or have continued use for local traffic.

Alternative C

Alternative C consists of a four-lane river crossing bridge and approach roadways in Minnesota and Wisconsin and includes one of two alternative roadway alignments and interchange locations for the Wisconsin approach. The new bridge would cross the river nearly perpendicularly, about 4,450 feet south of the Lift Bridge along the Minnesota shoreline to a point approximately 3,600 feet south of the Lift Bridge along the Wisconsin shoreline. The three bridge

(Alternative D continued)

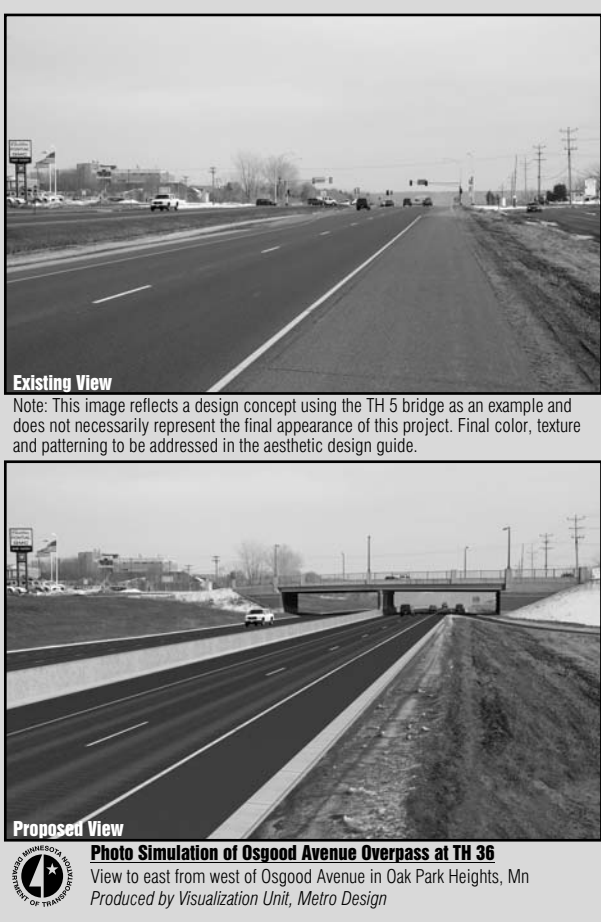
Lift Bridge along the Minnesota shoreline to a point approximately 160 feet south of the Lift Bridge along the Wisconsin shoreline. The four bridge types under consideration for Alternative D are: steel thru truss, steel bowstring main span with haunched concrete girders, concrete arches, and concrete thru arch with concrete arches. The Lift Bridge would be converted to a pedestrian/bicycle facility with this Alternative.

Alternative E

Alternative E consists of a one-way two-lane river crossing bridge for eastbound traffic, rehabilitation and continued vehicular use of the Lift Bridge for two lanes of westbound traffic and approach roadways in Minnesota and Wisconsin. The Alternative E new two-lane bridge for one-way eastbound traffic would be located along the same alignment as the Alternative D four-lane bridge. The new Alternative E bridge would cross the river diagonally to the northeast (approximately 45 degrees to the center of the river), about 1,750 feet south of the Lift Bridge along the Minnesota shoreline to a point approximately 200 feet south of the Lift Bridge along the Wisconsin shoreline. The three bridge types under consideration for the Alternative E are: steel thru trusses, bowstring trusses, and steel bowstring truss with flush haunched concrete box girders. The Lift Bridge would remain operational for two lanes of one-way, westbound trunk highway traffic into Stillwater from Wisconsin.

In **Wisconsin**, each build alternative separately dictates the specific interchanges and overpass configurations east of the new river crossing before joining the existing Highway 35/64 alignment to 150th Street. Alternative B-1 includes a diamond interchange at a new State Highway 35 roadway and realigned County Highway E. Alternative C Option 1 in Wisconsin would relocate County Highway E to the south with a diamond interchange at the new State Highway 64 roadway and relocation of State Highway 35. Alternative C Option 2 in Wisconsin includes a folded diamond interchange at existing State Highway 35 and an overpass at existing County Highway E. Alternatives D and E both include a diamond interchange at realigned State Highway 35 northeast of Houlton.

Figure 2 (far left) shows the four build alternatives being considered in the SDEIS.



(Alternative C continued)

types under consideration for Alternative C are: haunched concrete box girder, concrete deck-tied arch with back spans, and an extradosed girder. Use of the Lift Bridge as either a pedestrian/bicycle facility or as a facility for local traffic is possible with this Alternative.

Alternative D

Alternative D consists of a four-lane river crossing bridge and approach roadways in Minnesota and Wisconsin. The new bridge would cross the river diagonally to the northeast (approximately 45 degrees to the center of the river), about 1,900 feet south of the